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Secretary
Maritime Administration
400 7th Street SW
MAR-I 20 Room 7210
Washington, DC 20590

MARAD-2000-7329-2

Dear Secretary,

We wish to apply for a waiver under the Small Vessel Waiver Program for the following vessel:

The vessel, **Tropical Attitudes**, is presently owned by **Winken, Inc.**, address [REDACTED]

Tropical Attitudes is a 1989 39' Privilege Catamaran built by Jeantot Marine in **Les Sables D'Olonnes**, France, in 1989. The vessel is currently documented with the United States of America DOT / Coast Guard, Documentation # **1035310** issued by the National Vessel Documentation Center for recreational use.

Tropical Attitudes is 39' in length, with a beam of 20'7" and a gross tonnage of 8 tons (7 net tons) measured pursuant to 46 U.S.C. 14502.

The intended use of the vessel, after the granting of a waiver, is to conduct live-aboard sailing catamaran charters in the Florida Keys. The maximum number of passengers on any such charter will be six, enabling the vessel to operate as an **uninspected** vessel with a coastwise endorsement. These charters will be conducted by **CCJ Inc.**, a Florida Corporation, and citizen of the United States. Upon approval of the waiver, **Winken Inc.** intends to sell the aforesaid vessel to **CCJ Inc.** It is understood, after conversation with Michael **Hokana** of your office that although the waiver may only be granted to the present owner of the vessel, the waiver remains with the vessel, providing its intended use does not change.

Since there are presently no other such operators offering live-aboard Catamaran sailing charters in the Florida Keys, we feel that we would not in any way be adversely affecting any other commercial vessel operators in the area. In **fact**, though there are many charter **vessels** for hire operating in the Florida Keys, there are few that offer any type of live-aboard arrangements and *no other sailing catamaran based in the Florida Keys offers charters of this kind.*

In our search for the right vessel to operate these charters, our original intent was to purchase a U.S. built catamaran which would conform to the specifications required for coastwise trade. Unfortunately, we were unable to find available on the market a suitable production catamaran designed for charter ,

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built in the U.S. and within a reasonable **price** range for this type of smaller operation. We discovered that there are very few US shipyards that manufacture production catamarans and were unable to find any in the size, year and price range currently available on the market. Our search of vessels lasted almost a year and although we found a few U.S. custom-built catamarans on the market, they were mainly designed as owner's version and not designed for charter. A catamaran hull design was essential to our criteria in finding the right vessel due to the shallow draft of catamarans. The waters surrounding the Florida Keys have many shoal areas, therefore a **monohull** with similar accommodations would be unsuitable for charter in this area.

Since there are very few US shipbuilders manufacturing vessels comparable to the Privilege 39, we do not feel that our small operation will in any way adversely affect US shipbuilders. We do feel, however, that the impact the operation will have on US shipyards will be a positive one, as haul-outs and refits will be performed in US shipyards. In addition, though we wish to start this operation on a small scale, we hope for future plans to include expansion into a larger vessel which will be US built and certified as an Inspected Vessel as the business grows.

We enclose with this application a non-refundable check in the amount of **\$300**. We hope we have adequately supplied the required information to process this application. We are happy to supply any additional information at the addresses/telephone numbers below.

Regards,


Lee Kimmel

President, **Winken** Inc.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]